

EAA Chapter 22 – Aircraft Built Here!

TOUCH N' GO

“LATE SPRING EDITION”

Volume #2 Number 5 JUNE 2009



OFFICERS

Fareed Guyot - President

Jeff Bonaguro - Vice-President

Allyn Lindgren - Secretary

Red Bainbridge - Treasurer

PHONE

414-708-6588

815 877.8849

815-978-5573

815-282-5083

E-MAIL

EAA22@Comcast.net

fbonaguro@comcast.net

N24VL@NetZero.net

Redbainbridge@Comcast.net

BOARD OF DIRECTORS

George Esparza (1)

Susan Alborell (2)

Tim Casserly (3)

Howard Randall (4)

Roger Doran (5)

Doug Knorr (6)

Ron Voss – Past President (2006)

815-332-4837

815 923.2639

815-239-1107

815 509.1201

815-234-7038

815-985-3946

815-243-3320

UPF7@Aol.com

salbore@foxvalley.net

tcasserly@juno.com

howardarandall@hotmail.com

Rog2642@yahoo.com

dtknorr@gmail.com

Fly642r@comcast.net

STAFF POSITIONS

Tech Counselor

Young Eagles Coordinator

Chapter 22 Calendar of Events

JUN 2009

6/2/2009 EAA 22 Monthly Meeting
EAA 22 Hangar, Cottonwood Airport
Speaker: **Fareed Guyot Ground School Review:**
Airspace and a mystery subject

6/16/2009 EAA Board Meeting 7PM
EAA 22 Hangar Cottonwood Airport

6/27/2009 Cottonwood Cup
Regional **Aircraft Course Event**
Sunrise – 3pm Cottonwood Airport

JULY 2009

7/5/2009 EAA 22 Membership Picnic
11AM Cottonwood Airport

7/7/2009 EAA Monthly Meeting 7PM
EAA 22 Hangar Cottonwood Airport

7/21/2009 EAA Board Meeting 7PM
EAA 22 Hangar Cottonwood Airport

7/27/2009-8/2/2009
AirVenture 2009 Oshkosh, WI

PANCAKE BREAKFAST SERVES UP SUCCESS!

Congratulations to EAA 22 members for their hard work at the EAA 22 Pancake Breakfast. For the third year in a row the weather was a helpful partner in making the effort a success. This year clear skies, light winds, and warm temps made it rain airplanes. An estimated 100 aircraft visited the ramp. All available pavement in the northeast parking area was filled with the winged vessels that carried the pancake fans to our griddles. Inside Mark Clark's Courtesy Aircraft hangar (our yearly host) chapter members cheerily served up 820 breakfasts with approx 720 paying the freight.

All told our yearly fundraiser raised over \$3000 for chapter coffers. Thank you to all who helped during set-up, the event, and tear-down. One final note: EAA 22 thanks Courtesy Aircraft's Cassie Altenbernd for all of her help in promoting our breakfast each year. Cassie is leaving Courtesy Aircraft for a teaching career. We all wish her the best of luck! Thank you also to all the Air Traffic Control Specialists at RFD ATCT. "Black Sunday" went very well thanks to all of their hard work.

COTTONWOOD CUP FIRST EVENT OF SUMMER

A truly unique event will take place June 27th at Cottonwood Airport as the 1st ever Cottonwood Cup will be held beginning at sunrise. The **Regional Aircraft Course Event** Or Cottonwood Cup will be open to Light Sport category aircraft including: Weight-Shift control, airplanes, gyros, ultralights, powered parachutes and more.

Beginning at sunrise, pilots will compete individually against the clock on a cross-country course that runs north and west of Cottonwood. Pilots and enthusiasts are encouraged to attend and support this local sport pilot competition. Eventually, it is hoped that the Cottonwood Cup will affiliate with EAA's AirVenture cup as we try to develop Cottonwood as THE stop-off point for LSA's on the way AirVnventure each year.

COTTONWOOD IS IL 2009 AIRPORT OF THE YEAR!

Congratulations to the management and shareholders of Cottonwood Airport for being named Illinois 2009 Privately Owned Public Use Airport of the Year. It is no surprise Cottonwood and its people embody the spirit of small airports. The volunteers who keep Cottonwood running are dedicated to keeping grass-roots aviation accessible to all. Lets all celebrate this tremendous honor by continuing to utilize Cottonwood Airport, continue to help out with chores around its grounds, and supporting the events that make Cottonwood a shinning gem whose glimmering light now reaches across the state.

TRAVELS WITH GOATROPER

The Vacation Edition

Had three weeks off due to scheduled vacation so no pictures from a far. The economy grounded my planned airplane trip to Gettysburg; however I made a trip to Milwaukee in mid-May to participate in Armed Force Weekend. The two-day event held at the ANG 128th Air Refueling Wing was the first in 4 years due to deployments and ramp construction. 25 airplanes over two days flew 350 kids despite the blustery weather. Below are 3 of the 12 young pilots I took with me. One had battle paint on to hide the fact he was flying with me.



POPLAR GROVE MUSEUM ANNOUNCES 2009 YE FLIGHT SCHEDULE

The Poplar Grove museum is happy to announce **new** dates for Young Eagles events in the next month. The first event is a Young Eagle cross-country rally on Sunday May 31st. The flights consist of three legs of 50 miles or less each leg, with each child flying a leg with the pilot doing the take off and landings. The kids will plan their leg of the flight.

The second event is a Chapter 1414 Young Eagle flight on June 20th. Pilots are again needed; If you can do one and/or the other of the above dates please contact Dennis Blunt: 815.398.4274 dennisblunt@att.net

VOSS FLYS TO FL FOR SUN N' FUN

By Ron Voss

I have now used my RV-6 for one of the mission types it was designed for, cross country flying. I just returned from a 2100 nautical mile trip to North Carolina and then Sun-n-Fun and return home. Here is how the trip went. Anna and I launched from Cottonwood on Saturday, April 18th into clear skies heading for a fuel stop in Richmond, Kentucky (I39). Two hours and forty minutes later we landed and enjoyed a lunch of burgers cooked on the grill at the FBO. After traveling 362 nm, the RV took 18 gallons of fuel to top off. Back in the cockpit and into the air for the second and final leg of the day. I couldn't believe it was still a little bumpy at 8500' over the mountains. After two hours and twenty three minutes, we were shut down at the fuel pump at Wallace, NC (ACZ) and added another 18 gallons for this leg of 354 nm. Tied the airplane down, put the new canopy cover on, and left the airplane outside for the first time in her life. We spent the next two and a half days visiting with a cousin I hadn't seen in around 20 years, and her husband and twin daughters whom I had never met. We had a great time catching up and eating good food, along with a trip to the beach. A planned Monday morning departure wasn't looking good due to weather, so we decided to stay another day. This was a good decision, as weather was better on Tuesday with the exception of a 20 mph headwind.

Leaving NC around 9:00 A.M. we flew the coast south at around 3000'. It was a little hazy, but still an interesting flight with nice views. After two hours and fifty one minutes, we landed at Palatka, FL (another 353 nm) and fueled up with the cheapest fuel of the trip at \$2.38 a gallon. This leg used 22 gallons due to the headwinds. After quickly devouring a few snacks, we were back in the air heading straight west to avoid the prohibited area southwest of the airport. Turning south we headed for Lakeland. Following the NOTAM, we listened to the ATIS and headed east of Lake Parker. Turning west toward the power plant, we were slowed down to 100 knots. By the time we were at the power plant, we could see the way to the airport. The controllers called out my RV and asked if we had been in before. I replied no, but that I had all the landmarks in sight. Not much air traffic at this time, so the radio was pretty quiet. We flew the interstate, turned between the towers, and headed for the terminal building. As I approached the terminal, I turned a right downwind for 27 (wind was out of the west, pretty much right down the runway). I turned base and the tower cleared me to land on 27R on the second dot (I forget which color it was). Adding power, I stretched the glide and flew just above the runway until getting there. I made a decent landing, and taxied to homebuilt parking. This leg was one hour and seven minutes and the fuel computer said 6.5 gallons used. North Carolina to Lakeland was 467 nm. Got out my "Claw" tie-downs and secured the plane. We registered and got wristbands and a free "I flew to Sun-n-Fun" hat. The process took long enough that they were starting to clear the homebuilt parking area for the afternoon airshow. This meant we wouldn't be able to get our bags from the plane until after the show. We eventually got to the FBO on the other side of the field to get our rental car and headed out to Tampa for the hotel. The next day was spent just down the street from our hotel at Busch Gardens.

Thursday was spent at the Splash In at the Fantasy of Flight site. Watching fly bys, takeoff contests, spot landing, and flour bombing (using grapefruit), made for a fun day. A little shade would have been nice, as it was hot and severe clear. Back to Lakeland to watch a little of the airshow and check out the light sport aircraft, and the RV. It was unbelievably dirty. It was all secure, so we headed back to the hotel. Friday

was spent doing touristy things like going to the beach at St. Petersburg and on down to Fort DeSoto. A night safari at Busch Gardens before hitting the sack with an alarm set for 5:30 to get a relatively early start for the flight home.

We checked out of the hotel, had early breakfast, and drove back to Lakeland to return the rental car. I stopped in at the flight service on the field to check the weather one last time. I had known for a day or two that we probably would not be able to get all the way home, but figured we could get within 100 miles. Delaying a day or more would likely be worse, so we launched for the next fuel stop at Live Oak, FL (24J). Only an hour and nineteen minutes, so we only needed around 14 gallons. Continuing north, we headed towards Nashville and Fort Cornelia. As we got closer, I changed my mind about where to get gas. We diverted to Lebanon, where we added eighteen and a half gallons. Checking my voice mail (from Dale Meyers) while on the ground, I learned that the runway at Cottonwood was very soft and a 182 had gotten stuck on the runway days before. We didn't really expect to get all the way home, so we launched one more time. Weather was great almost all the way and we started our descent around Urbana. Just northwest of Dekalb we finally caught up with the weather. A solid wall of clouds and rain forced us to do a 180. Punched "nearest" on the GPS and headed to Rochelle, which was only 3 minutes away. Safely on the ground, we put the plane in the hangar at the FBO and called for a ride. Dale and Nancy Meyers came to the rescue and picked us up. Stopping for supper on the way home was great, as Anna and I had only snacks to eat since breakfast. Next trip I think I will give more consideration to fuel stops that also have food nearby. The airplane had to stay at Rochelle until Wednesday afternoon when the runway at Cottonwood dried a little. The only problem with the aircraft happened that day in Rochelle when it wouldn't start until we charged the battery for 10 minutes or so. After the 10 minute flight home, the trip was now complete. When the runway dries and the temps warm a little we will be looking for another destination to let the RV-6 stretch her legs.

Editor's Note: This article was submitted in late April but due to publishing delays it was saved for this issue. The runway at Cottonwood is now much drier and the weather is warmer.

'ELVIS' IS COMING TO AIRVENTURE

An aircraft type never seen before at AirVenture Oshkosh, an Erickson S-64F Airplane Helitanker, will appear throughout the weeklong event, July 27-August 2. The heavy-duty, twin-engined rotorcraft, which many feel is the best aerial firefighting platform available, is scheduled to arrive mid-day opening day, Monday, July 27, and be displayed throughout the week on AeroShell Square. The aircraft hopes to make several water drop demonstrations during the week before departing on Sunday, August 2.

The particular helicopter that will appear in Oshkosh, nicknamed "Elvis," has gained "hero" status for its superior firefighting capabilities, most notably during catastrophic Australian bushfires in 2000-2001.

MAMMOTH AIRLINER TO VIST AIRVENTURE

It's official - the Airbus A380 will visit EAA AirVenture Oshkosh 2009, providing the first opportunity in North America for the global aviation community and the public to admire the world's largest passenger airliner on static display and in flight. The A380 will arrive and perform a flight demonstration to kick off the Tuesday, July 28 air show. After commanding the stage through the remainder of the week on AeroShell Square, AirVenture's main aircraft showcase area, it will open the air show again on Friday, July 31 with a flight demonstration before its departure.

The Chapter 22 Newsletter of the Experimental Aircraft Association is a monthly publication and is distributed to all members in good standing of Chapter 22. Any articles, items, stories, etc., contained within are not to be interpreted as 100% factual. Reproduction and use of material printed in this publication is approved and encouraged; permission of EAA Chapter 22 is not required unless stated otherwise. Articles published herein do not necessarily reflect the opinions of the Chapter, the editor, membership, or officers. More information on EAA Chapter 22 can be found at www.EAA22.org

Newsletter contributions are always welcome. All copy and other materials should be mailed to the President: 215 Morningside Dr. or emailed to: EAA22@Comcast.net

"Touch 'N Go" is published by Angry Goat Press, Fareed Guyot Publisher. Distribution concerns should be addressed at 414-708-6588 r EAA22@Comcast.net